-	Fem.	Open-	High-	Low	chee-
450	Am Malt pf	22	22%	22	224
	Am Steel H	20%	24%	20	224
	Am S H pf	70	73	70	78
	Anaconda M.	4114	43	40%	48%
	Am S & Ref	3714	3814	37	38%
	Am S & R pf.	884	89%	884	894
	Am Car & F.	16%	17	16%	17
	Am C & F pf	60%	60%	84K	60%
	Am Lin Oil	11%	11%	11%	11%
	Am Lin Otl pf	54%	DOX	0414	00%
	Balt & Ohio .	76	83	74%	894
	B & O pf	79%	84	79	88
	Brunswick Co	7%	8	7%	78
	Brook R T	7114	73	70%	724
	Brook U G I	65	175	184	173
	Can So	5 1%	83%	01%	68%
	Can Pacific	9316	95%	934	804
	Cont Tob	24	27	234	20%
	Cont Tob pf.	79	82	77%	81%
	Chie Gt W	12%	12%	12%	18%
	CG W pf A.	70%	75×	70%	78%
	CG W deb	86%	80%	86X	86%
	Ches & Ohio .	27%	28%	26%	28%
400	CM & E III 1	01	101	99%	99%
	CCCASI L.	80	61%	08%	61

750 C O C & St L pf...... 106 106 103¼ 105¼ 1350 Chi & Nw'st. 163¼ 167½ 163¼ 167½ 78320 Chie B & Q... 126 131% 125% 130% 44600 C M & StP... 115% 119% 114% 118% 758 CM & St Ppf. 173 174% 173 174% 18947 CR I & Pac. 106 109% 105% 108% 3836 Col Fuel..... 35% 37% 35% 36% 10 Col Fuel pf... 120 120 120 120

100 Col & H Coal. 15% 15% 15% 15% 15% 3620 Con Gas Co... 192 *192% 191 *192% 200 Chie Ind & L. 20% 22% 20% 22% 740 C Ind & L pf. 51 52% 51 250 Del & Hud ... 1 13% 115 2058 D L & W 1774 181 176 400 Den & R G ... 1836 19 1836 525 D&RG pl... 68 69% 200 Des M&Ft D 14 14 09% 08 10 Dul S S & At. 10 E & T H 47% 48% 20 E & T H pf. 91% 95 47% 48 91% 95

35205 Fed Steel ... 34% 37% 33% 35% 2615 Fed Steel pt .. 66% 69% 66% 68%

825 P Marquette. 24% 25% 24% 24% 705 Pull Pat C C. 183 183 182 183 870 P C C & St L 5614 5914 5614 5914 190 PCC&SLpf 84% 84% 84% 84% 300 Pitts & W pf. 9 9 9 9 32075 Penn R R -- 120% 133% 129% 132%

12946 People's G&C 99 101% 98% 100% 1500 Read'g 2d pf. 27% 29% 27% 29% 6900 Rep Iron & St. 1314 1414 12 2245 Rep I & St pf. 56% 57% 55 57%

of the local association, but of that number only about seven have taken an active part in the games this season. To a Sun reporter W. McKenna of Columbia Grammar School, who is well versed in interschalastic sport, said:

"I himk it would be better to form an association composed of five or six schools; naturally, the strongest schools in the present association—those that are prominent every year in athletics. The present association has too many schools on its membership list. If there were only five or six schools members, all of which took part in the precedings of the association, it would prosper financially. The organization has grown too unwieldly and it is too much for a schoolboy to landle when he accepts the analysis of the schools, which would have a general supervision over the action of the association, different with the games this season. To a Sun reporter W. McKenna of Columbia Grammar School, who is well versed in intersch lastic sport, said:
"I think it would be better to form an association—those that are prominent every year in athletics. The present association has too many schools on its membership list. If there were only five or six schools members, all of which took part in the proceedings of the association, it would prosper financially. The organization association has grown too unwieldly and it is too much for a schoolboy to landle when he accepts the analysis of the schools, which would have a general supervision over the action of the association, decide all professis and interpret the constitution. If the principals decline to take a hard have some man to act as manager, one who is well known in the athletic world."

Berkelev and Columbia Grammar schools are strongly in favor of organizing a new association, and say that a league with Berkeley. Columbia Grammar, Cutler, Barnard and Dwight would be is easily seen, for then Trinity. De La Salle Institute, Hamilton Institute and Blake School would also organize an association and funding and funding association would be the proper.

240 USRubber pf 96% 96% 7105 U S Leather.. 10% 11% 10% 11 3320 US Leath pf. 68% 70% 68% 70 600 Wabash 8 8% 8 8 3750 Wabash pf... 20% 21% 20% 21% 32 Wells Far Ex. 124 124 120 120 2533 Wes Un Tel. 80 80% 79% 79% 5825 Wh & L Erle. 9% 531 W&LE1st pf 51 51

950 W&L E 2d pf 26% 27% 25% 26% 950 Wts Central 15% 16 15% 15% 830 Wis Cen pf ... 47% 48 47 · Ex-dividend.

Total sales, 1,349,202 shares

Sunday, June 3.

The weekly statement of averages of the Clearing House banks shows: May 26. June 2. Changes.
Loans...\$792,921,000 \$8.00,268,600 Inc. \$7,347,600
Deposits \$76,610,300 \$87,994,500 Inc. \$1,344,200
Cirl'in. 21,999,500 \$22,459,300 Inc. \$499,800
Lig'trs. 71,232,500 71,880,600 Inc. \$628,100
Specie... 166,712,400 170 231,300 Inc. \$5,518,900

Re'er ed 219,152,575 221,988,625 Inc. 2,836,050 Surplus. \$18,812,325 \$20,122,275 Inc. \$1,310.950

The surplus a year ago was \$42,710,600, and two years ago, \$52,249,900. The imports of general merchandise, including dry goods, at the port of New York last week were \$9,267,488 against \$9,709,416 the previous week and \$9,067,441 for the corresponding week of last year. The imports of specie for the week were \$90,835, of which \$83,128 was gold, making total specie imports

since Jan. 1, \$2,958,915. Exports of specie were: Gold, \$29,870 and silver, \$934,870, a total of \$974,740 against \$2,380,705 the previous week. The exports of specie since Jan. 4 have been: Gold, \$19,476,507, and silver, \$19,241,562, a total of \$38,718,069.

The official count of cash in the general Treasury, net including the gold reserve of \$150,000,000 and \$729,797,179 in gold, silver and notes, against which certificates are outstanding and compared with that of last Saturday shows: May 26. June 2.

Gold ooin, builton and cer-uficates \$69,481,611 \$69,710,984 Sliver dollars, builton and certificates 11.818,446 11.877,986 11.518,446 11.877,955 May 26. June 2. 17.357,203 19.044 526 46,547,225 45.023,097 Net available cash bal. \$144,904.488 \$146,656,562

The Treasury Department to-day received bonds to the amount of \$1,553,750 to be exchanged for the new 2 per cent, bonds of 1930 under the Refunding act. The total amount of bonds received to date is \$287,919,600. bonds received to date is \$287,519,600.

The offer of the Wheeling and Lake Erie Rall-road Company to exchange its first consolidated mortgage 4 per cent. gold bonds due Sept. i, 1949, for divisional bonds of the Wheeling and Lake Erie Rallway Company, deposited with the Mercantile Trust Company, will cease on July 1 and holders desiring to avail themselves of the privilege must deposit their bonds with the Mercantile Trust Company on or before that date. Brown Brothers & Co. and Maitland, Coppell & Co. recommend holders of bonds secured by the present divisional mortgages to accept the exchange on the terms proposed.

INFORMATION FOR WHEELMEN. Up-to-Date Routes to Nearby and Popular

Cycling Points. A Reader-To reach New Rochelle go up Fifth avenue to 110th street, around the Park to Seventh avenue, up Seventh avenue to the Central Bridge, across it and up Jerome avenue to the Fordham Landing road three and threequarter miles, where you turn to the right and ride through Fordham to Pelham avenue and Pelham Parkway, on which you continue across the bay and ride straight ahead to New Rochelle, twelve miles from the Harlem.

A. J. H.—Take the route to New Rochelle given to "A Reader." Beyond New Rochelle ride straight ahead till you reach the Boston Post Road to the east; you will know it by the trolley tracks and telegraph poles. Follow this road to Rye, where it turns sharply to the left after crossing a stone bridge. Take the turn and beyond the bridge turn to the right at the second church you come to. This is Grace Church street and leads direct to Port Chester, which is ten miles from New Rochelle.

C. L.-If you were a close as well as "constant reader" you would have found the route to

INTERSCHOLASTIC SPORT.

The Proposed Reorganization Likely to Cause

Plenty of Trouble. The announcement that the New York Interscholastic Athletic Association was to be re-100 Quick pf... 8 8 8 8 organized at the next fall meeting was freely 3120 Reading ... 164 173 165 173 discussed among those interested last week. 21040 Read'g 1st pf 55% 584 554 588 St. Paul School of Garden City is in favor of consolidating the local and Long Island associations, but this idea is not favored by the other schools. There are fourteen schools members 255 Rio Gr W pf. 87% 87% 87% 87% schools. There are fourteen schools members of R. W & O ... 135 135 135 135 135 only about seven have taken an active part in

and the two would be fighting each other all the time. As put by one of the youngsters, a senior and junior association would be the proper thing, the same as is in vogue in the New England States.

Dwight Scool will undoubtedly go up a peg in all lines of sport next season. The services of P M Seixas have been secured and as his knowledge of handling school teams is of the best, there will be nothing lacking. Seixas goes to Dwight School from Trinity, where he has been for four years. In that time the school won the baseball championship twice, the football championship and the track athletic championships.

Mollenhauer Refinery Starts Up To-day. The Mollenhauer sugar refinery in Williamsburg will resume operations to-day after a sput-down of nearly six months. Between five hun-dred and six hundred men will go to work, Frederick D. Mollenhauer said yesterday that the works would be run at their full capacity.

JOTTINGS ABOUT TOWN.

Patrick Falvey was stabbed at a picnic lest Thursday. A man named Klein, who, he says, stabbed him in a fight over a beer glass, is under arrest. min in a light over a beer gless, is under arrest.

Mrs. Susan Kelly of 125 Henry street and her five children were thrown off an open Amsterdam avenue ear near 170th street last night, when another car coming up behind banged into it. They were all badly bruised, but wouldn't go to the hospital. Joseph Keane of 1483 Avenue A was held in the Yorkville police court yesterday for trial on the charge of having stolen from Louis Lippert, who keeps a livery stable at 27 East Fifty-first street, two Mexican ponies, having sold them to Arthur Wright, the proprietor of a Wild West show at Coney Island. Keane has been in jail before. He took the horses from Lippert's pasture in The Bronx.

A SPILL ON THE SPEEDWAY.

ALBERT DECERNEA MAKES A PLUCKY STOP AFTER COLLISION WITH DUNDESS Cobwebs, Caryle Carne and Lucille to Meet in a Brush Next Thursday-Hontas Crocke Too Fast for Laura W.-Other Brushes on

the Road That Prove to be Interesting. Col. F. N. Lawrence and Nathan Straus met on the Speedway yesterday and agreed to postpone until Thursday afternoon the brush between Caryle Carne, 2:11%, and Cobwebs 2:12, which was to have taken place to-day. They agreed also to invite C. K. G. Billings of Chicago to start his fast mare Lucille, 2:00%, and so the three great trotters will meet this week to battle for the right to be classed as the boss of the road. The brush will take place shortly after 4 o'clock. Already the outsiders are laying pipes to take the scalp of the winner John F. Cockerill, owner of Swift, 2:16%, and Honor Bright, 2:28%, yesterday said to a reporter of THE SUN that he would like an opportunity to throw clods in the eyes of the winner with the two Antonio trotters hooked to pole, and that he would be ready to meet the winner any hour, a day or a week after the three-cornered contest is decided. Then came the peace ful Quaker, Albert de Cernea, who author ized the reporter to state that he was hankering to put up \$1,000 as soon as the bank opened this morning on the affirmative side of the proposition that he has a gray trotter in his stable that can go to the Empire City track and beat Carne, Cobwebs, or Lucille on the Fourth of July at one-mile heats, three in five. On the whole the air was full of challenges in the vicinity of Speedway Park, and the winner Thursday's brush will be kept busy, if all the aspirants for championship honors are met

and defeated. Lucille and Carvle Carne were on the road yesterday, but neither trotter did anything of ote. Mr. Billings turned the Chicago mare in company with Nathan Straus's mottled brown trotter Malacca, 2:181, and B. T. Kearns's black pacer Drex, 2:16%. It was merely play, however, for the bloodlike daughter of Brummel to draw away from her rivals. Cel Lawrence let Caryle Carne step about 100 yards at
speed, just to see if the gray horse was himself.
When the Oregon horse went up the road
shortly after noon the spectators gave him a
hand all along the line, and his driver acknowledged the applause by saluting with his whiphand as he sent Carne bowling along at a 2:30
clip. Hontas Crooke, 2:00, figured in a couple
of lively brushes, Mr. Billings driving the
shapely chestnut pacer. His competitor was
Laura W., by Aleander. In the first bout the
Chicago horseman accepted a very poor start
and drove his horse to a break in trying to
make up the lost ground. At the second attempt
Hontas Crooke easily led the daughter of Alcander down the road, sailing along two lengths
in front and under a pull. Dr. H. H. Kane, the
owner of the mare, stood on the sidewalk and
saw her go past with Capt W. H. Boyce holding
the reins. While driving Little Gem, 2:15%, one
day last week Dr. Kane got a spill in which he
fractured his left wrist and one of the metacarpal bones of the right hand. He was out in
splints yesterday, watching the sport from the
sidewalk ma mel to draw away from her rivals. Col. Law

Space | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00

Melibee Wins the Grand Steeplechase.

Special Cable Despatch to THE SUN. Paris, June 3.—The Grand Steeplechas Autenil to-day was won by Melibee, Fragoletto was second and Quitte ou Double third. President Loubet was present.

New Driving Club at Patchogue. PATCHOGUE, June 3,-A number of prominent horsemen residing in this section of Long Island have organized the Patchogue Driving Club. The followorganized the Patchogue Driving Club. The follow-ing officers have been elected: President, Henry Clay Glover: Secretary. Robert S. Bartlett: Treasurer, William E. Jones. A speedway has been built on Roc avenue near the bleyele park. It is the intention of the new club to send delegates to the meeting of the National League of Riders and Drivers in Brooklyn next month.

Athletic Games Yesterday - Kent Equals World's Record.

A. H. Kent, the speedy Pastime A. C. sprinte elect ified the spectators at the monthly games of his club yesterday afternoon by equalling the world's record of 6 2-5 seconds for 60 yards, held by A. H. Duffy of Georgetown University. As the performance was made in club games and not in open competition Kent's time will not be recognized by the A. A. U. The crack sprinter made three attempts later to the day to break the 40-yard record of 4 3-5 seconds, but the continual snap caps which occurred before each start apparently upset him, and at each trial he was a fifth of a second outside of the record. Sum

was a lifth of a second outside of the record. Summarles:

6.1-Yard Dash, Haudicap—Final heat wan by A. H. Kent, scratch: J. F. Rostick, 14 feet, second: O. C. Ordwein, 7 feet, third. Time, 6.2-5 seconds.

220 Yard Dash, Handicap—Final heat won by J. J. McCann, 21 feet D. J. Duffy, 4 feet, second: S. Jacobs, 22 feet, third. Time, 25 4-5 seconds.

80-Yard Hurdle Handicap—Final heat won by A. H. Kent, scratch: A. Kalpein, 6 feet, second: W. J. Feetkanip, scratch: A. Kalpein, 6 feet, second: W. J. Feetkanip, scratch: third. Time, 10 3-5 seconds.

830-Yard Rin, Handicap—Won by M. J. Harnett, 65 yards; D. J. Curtayne, 80 yards, second: L. Markheim, 60 yards, third. Time, 2 minutes 6 3-5 seconds.

heim, 60 yards, third. Time, 2 minutes 5 a-5 seconds.
One mile, Handleap-Won by D. J. Curtayne, 100 yards: J. C. Lynch, 40 yards, second: L. Markheim, 60 yards: J. C. Lynch, 40 yards, seconds.
Two-mile Interclub Relay-Pastime A. C. team, composed of A. Alexander, M. J. McGarry, D. J. Brennan and W. E. Grady, defeated New West Side A. C. team, composed of J. Maione, P. Jirennan, C. Donohue and G. P. Arnold. Time, 8 minutes 54 seconds.

A. C. feam, composed of J. Maione, P. Brennan, C. Donohue and G. P. Arnold. Time, 8, minutes 54 seconds.

With a total of fourteen points, John C. Doysle led the members of the Brooklyn A. C. yesterday on the club grounds at Maspeth in the reguler weekly field and track point competitions. Doyle won the Thundred' from scratch, shot put, and finished third in the hop, step and Jump and second in the one-mile run, all from back marks. The points scored were: John C. Doyle, 14 Christopher Kenny, 7, William H. Classon, 7, Thomas F. Fraser, 6; Frank Veres, 5; B. W. Dudley, 8.

Sport galore was enjoyed by the members of the National A. C. yesterday morning at Maspeth, where the competitions for the season point troplies were again contended for. John J. Holt carried off the honors of the day, getting fourteen points. He took the pole vault, hammer throw, was second in the high jump and third in the shot-put. William D. Wynne was the runner-up. The points were distributed as tollows: Holt, 14. Wynne, 10. Rubb, 9, F. Reuss, 6; Eekels, 3; Wend, 3; Carmody, 3; McKeever, 5; West, 3; Lehrthell, 3; Grundey, 1; Brophy, 1; Wills, 1; Schmidts, 1.

In order to encourage the "weaklings," consolation races will be in order at the weekly point games of the Anchor A. C. Yesterday morning at Baldwin In order to encourage the "weakings, consolation aces will be in order at the weekly point games of he Anchor A. C. Yesterday morning at Baldwin 'ark, Jersey City Heights, the opening race of this find was decided. E. Firehock proved an easy winder, but A. Greiner and E. Steuber battled for second opnors in game fashion, the former only winning by seant few linehes.

honors in game fashion, the former only winning by a scant few inches.

Field and track sports are to be indulged in during the summer by the members of the Cable A. C. of Jersey City. The opening events took place yesterday morning at Baidwin Park. The winners were: 100 and 220-yard dashes. John Downey, putting 16-jound shot, James Sullivan; one-mile run, William Rector.

The games of the Star A. C. of Long Island City yesterday furnished good sport. H. Shell, who won yesterday furnished good sport. H. Shell, who won The games of the Star A. C. of Long Island City yesterday furnished good sport. H. Shell, who won the 220-yard dash, second in the "mile," third in the high jump and fourth in the "hundred," garnered 11 points, while T. O'Donnel, with first in the "hundred and first in the high jump, won 10 points. F. Hussey and J. J. Shevlin tied for third place, each getting 5 points. The computation of the points showed these results: H. Shell, 11: J. H. Delehantey, H. D. White and Kennedy iled with 4 points each, and J. J. Farreil and Albert Hammarth, 2 points each.

AUTOMOBILISTS RETURN. Nine Successful Ones Straggle Back From

Nine o'clock yesterday morning was the time ordered for nine automobilists and their car-riage companions to leave Philadelphia and return to New York, from where they had started in a total company of twenty on Saturday morning. The order was not a cheering one, but most of the chaffeurs heeded it and started, if not at 9 o'clock, at least some time during the day. They arrived, most of them, here last night. There was no attempt at keeping in line or together on the way home. They simply straggled back. The dinner at the terminus in Philadelphia was probably the most congratulatory affair that has happened in automobile in America. It celebrated the first run of more than 100 miles ever attempted by automobiles, and while nine finishers out of twenty starters may seem a small proportion to the inexperienced, it was more than the sharps expected. The latest arrivals, who were not reported in The Sun yesterday, got in between 1 o'clock and midnight. They were: Capt. Homer Hedge and Langdon Barber, in a steam

machine; Harry L. McGee and Edwin Adams in

motor vehicles left the Waldorf-Astoria at 7:30 Saturday morning and the independent way in which they ran the distance, accurate details which they ran the distance, accurate details were difficult to obtain, and at Philadelphia it was learned that instead of two electric vehicles there were three in the run. Of these, two surreys finished. The racing electric vehicle that won the fifty-mile race on Long Island was stalled between Princeton and Philadelphia.

While the facts in the case of this first long run of motor carriages are dry, the adventures of the affair were colorful. The run was not admitted to be a race, yet every one tried to be first. From the Waldorf-Astoria in was a case of "devil take the hindmost." all the way to the city of brotherly love. Going to the Battery the aristocratic men on the motor machinestook to Mott street, Mulberry street, South Fifth avenue and Third street, below Weshington Square and they were entertained by early morning sights of "the other half." that were new to them, even if they were not regaled by the composite oders that were lust as new and more strange. A reporter of TRESUS rode beside a young man who is estimated to be worth \$10,000,000, and he said that the sights of the East Side streets at that hour of the day were novel ones to him. He stared at them like a boy at the circus. He did not seem concerned at the short turns, sudden swerves and short stope the driver made, nor seem to care how close the auto came to a collision with a wagon or a pedestrian. He was experienced and knew that his lawver would attend to matters of damages. The steady vibration and sudden joits that made the reporter "sit tight," and made his hair stand, although it was not his first trip on an automobile, passed unnoticed by the young millionaire "autofan." He smoked a pipe and talked with the driver about the machinery of the car.

Going over Staten Island from St. George to Tottenville, probably every one went astray. The idea was to go along the shore road to Fingerboard road and over it to the Armboy rika. were difficult to obtain, and at Philadelphia it

smoked a pipe and talked with the driver about the machinery of the car.

Going over Staten Island from St. George to Tottenville, probably every one went astray. The idea was to go along the shore road to Fingerboard road and over it to the Amboy pike. The leaders forgot to make the turn at Fort Wadsworth and the others followed them and had to turn back. One steam machine, too far behind to be guided by sight of the others turned to the right on the Amboy road and reached St. George again. This was the runabout occupied by Arthur W. Robinson of New York and Charles C. Moore of San Francisco. They got to Tottenville two hours behind the others. The first machine to quit was a gasolene brake ridden by V. E. Macy and managed by F. W. Walsh. It stopped at Giffords, Staten Island, about ten miles from New York, and returned.

The most novel vehicle in the run was an imported "theatre bus," under the direction of E. E. Schwartzkopf and a driver. Inside the bus were Gen. Roy Stone, Winslow E. Busby, William Hazeiton and E. S. Hyatt. It was a gasolene machine of the "forecarriage" style. Other machines were occupied by Louis B. S. Myser and N. H. White, Dave H. Morris, George Isham Scott, chairman of the Tours and Runs Committee of the club; Gen. George Moore Smith, A. I. Riker and A. H. Whiting, S. T. Davis, who was second to Riker in the fifty-mile road race on Long Island: H. R. Maxim, W. H. Hall, Capt. Homer W. Hedges, J. H. Milliken and R. M. McCiee, H. M. Bylesby, Hobert Graff and S. M. Butler.

In front of the hotel in Philadelphia a comical thing happened. President Chamberiain, who finished first, stood on the walk alongside of his nine-horsepower machine with a beaming countenance receiving congratulations from the Automobile Club of Philadelphia, which, with President Henry G. Morris at its head, had turned out it style to greet the tourists even in the rain which poured upon the autofans from 4:30 o clock on. The local club sent its members out into the highways to guide and cheer the dilatory ones. Presi

lain had a proud reception for about twenty minutes; then he got into his carriage to take it to the stable. The vehicle did not move four feet before the near front wheel came off and fell flat on the asphalt. The nut had come off and also the ball bearings, having no retainer, had dropped out and gone in devious directions over the slimy tar. Then the vehicle was "jacked up" on a champagne box and chambertain, looking at it, said: "Well, we got to Philadelphia, anyhow!"

Jones of New York University Wins the High

Jump at Washington. WASHINGTON, June 3.-The athletic games which were scheduled to take place here yesterday were interrupted by rain after three events had taken place. The high jump was won by S. S. Jones of the New York University, with 6 feet 2½ inches, which is said to be a new record for the District. Myer Prinstein of Syracuse University won the broad jump, with 20 feet winches. The Y.M. C. A. relay race was won by the West Ends of Baltimore.

Exeter's Athletes Win the Dual Meet With Andover.

EXETER, June 3. The athletes of Phillips Exeter Academy won the eleventh annual dual meet with Phillips Andover Academy yesterday afternoon, by a score of 571/2 to 461/2 points. The outcome was in doubt until the pole vault, which Exeter won and with it the meet. Eight

follows:
100 Yard Dash—Won by Shick, Andover, Frye,
Exeter, second, Matthews, Andover, third. Time, 10
seconds.
220 Yard Dash—Won by Shick: Frye, second;
Kangley, Exeter, third. Time, 222-5 seconds.
440 Yard Dash—Won by Frye, Dearborn, Exeter,
second: Crawford, Andover, third. Time, 523-5
seconds. seconds.

880 Yard Run-Won by Cates, Andover: Crawford, econd: Jones, Exeter, third. Time, 2 minutes 234 econds. econds. One-Mile Run-Won by Goldsmith, Andover; Elder, Exeter, second: Leavitt, Exeter, third. Time, 4 min-One-Mile Run-Won by Goldsmith, Andover; Elder, Exeter, second: Leavitt, Exeter, third. Time, 4 minutes 32.45 seconds.

120.4 and High Hurdles-Won by Witham, Exeter; Rubbs, 3r., Exeter, second: Fallows, Andover, third. Time, 16.4-5 seconds.

220.4 and Low Hurdles-Won by Witham; Knibbs, Jr., second; Paine, Andover, third. Time, 27.4-5 seconds.

Running High Jump-Conner, Exeter, and Botchford, Andover, tied for first; Egan, Exeter, third. Height, 5 feet 6 inches.

Running Broad Jump-Won by Fallows, Andover; Fitch, Jr., Exeter, second; Botchford, Andover, third. Distance, 21 feet 6 inches.

Pole Vault-Won by Sawyer, Exeter; Pratt, Exeter, second; McLannahan, Andover, third. Height, 10 feet 33; inches.

Shot Put-Won by Moore, Exeter; Kinney, Andover, second; Hogan, Exeter, third. Distance, 40 feet 44 inch.

inch.

Hammer Throw-Won by Brill, Exeter: Moore, Exeter, second: Connor, Exeter, third. Distance, 134 An American Fox Terrier Goes Abroad. Hands Up, the wire-haired fox terrier which CLASS E-OPEN CATBOAT, OVER 20 FEET. James T. Corlett 12 09 15 Mag McDonaid. 12 06 35 W. H. Gill 12 07 50

won all before him when brought out last February at the Westminster Kennel Club show, was shipped to England on Saturday by the Lucania. The dog will be exhibited at the Crystal Palace in October at the Fox Terrier Club shows at Derby, Birmingham and Liverpool, when it will be time to sail again for New York for the Westminster event, liands Up is by Go Bang, the wire-haired champion that cost G. M. Carnochan 22,500 two years ago, and his dam is Belle Duval, by Claude Duval, a smooth-coated dog that cost Mr. Carnochan 31,800. They are record prices in the breed. According to Our Dogs, G. M. Carnochan has consented to indge fox terriers at the show of the English Ladies' Kennel Association. He will sail from New York on June 10 and be abroad for a month. He was most anxious to take over his crack pupple, Cairnsmuir Growler, but the English quarantine regulations bared the way. These regulations are very strict and it is on account of them that Hands Up cannot be shown until October. He is to be handled in England by George Welch, Castle Donnington, near Derby, Hands Up will be kept muzzled and isolated for three months in the strictest of quarantines, and he will be inspected of Agriculture. Crystal Palace in October at the Fox Terrier A bothy contested yacht race for a silver cup was of Agriculture.

The Old Mill Yacht Club formally opened its new house at Old Mill. Jamaica Bay, at noon yesterday with appropriate ceremonies. Commodore Gustavus A. Cooper formally accepted the keys of the structure from the Building Committee, the flag was run up and a sauted, and then followed a parade of the fleet

GOSSIP OF THE RUNNERS.

COMMENTS ON THE RACE BETWEEN ETHELBERT AND JEAN BERAUD. The Coming Suburban Furnishes a Rare Opportunity for Both to Meet Imp-All Are Engaged in the Brookdale Handicap To-

morrow-Rich Programme for Gravesend. Regular followers of racing and the thousands of citizens who select the sport as the ideal foundation for a holiday are still discussing the Ethelbert-Jean Beraud duel of Saturday. Winners and losers agree that it was a great race and that the better horse, on the day, won, but there are many admirers of the Whitney horse, who cling to the idea that he would have been a factor to the finish line "if he only had one or two hard races in him." Jean Beraud had been over a year in retirement, and although he received a thorough preparation, his efforts were confined to friendly brushes with stable mates. Such tests may be satisfactory when gauged by the watch, but in the opinion of veteran horsemen are not to be relied on until the animal has received at least one opportunity of duplicating in public what he is considered capable of in private. As one of them put it yesterday:

an electric surrey; L. R. Adams and Fred Gano "A thoroughbred knows the difference bein a gasolene carriage; W. H. Hall and Henry N. Fletcher in a gasolene runabout, and John tween training and racing almost as well as your typical college athlete. He will reel off Milliken and Robert J. Graf in an electric surquarters in company that he realizes is friendly, at a gait that looks fine on paper. There is Because of the lack of order in which the nothing to worry about and the pace is generally made to suit him. An actual race is a different proposition. The pinch that is not looked for in training may come at any time and find the horse unable to respond."

Ethelbert, on the contrary, had been "through the mill" in earnest, and in view of his impressive triumph in the Metropolitan Handicap the wonder is that the bookmakers ventured to bet 7 to 10 on Saturday. The odds indicated a wholesome respect for Jean Beraud and a

the wonder is that the bookmakers ventured to bet 7 to 10 on Saturday. The odds indicated a wholesome respect for Jean Beraud and a lively recollection of the fact that his only two appearances last year were signalized by classic victories. But the most loyal of Jean Beraud's admirers are ready to concede the crown to Ethelbert, and if he retired to-day he would carry with him the prestige of "King of the four-year-olds."

Owner Perry Belmont is too good a sportsman, however, to stop at this stage, especially while admirers of Imp insist that she can trim any hing in training. There is no necessity for another specials weepstakes, as the Shurban is only twelve days away. In this classic feature of the Coney Island Jockey Club's coming meeting Ethelbert's penalties raise him to top weight, with an impost of 129 pounds as against Imp's 128 and Jean Beraud's 127. A better opportunity for both Imp and Jean Beraud to measure strides with Ethelbert could scarcely be arranged, and it is the general hope that the three will accept the issue. The presence of these noted rivals would be alone sufficient to make the next running of the Suburban memorable, but there are others in the big Sheepshead Bay race that will have to be reckoned with. W. C. Whitney is the fortunate possessor of a formidable second string in Rilmarnock, the latest Withers hero. The colt's triumph at Morris Park brought him a Suburban penalty of eight pounds, but even that lets him in at 109 pounds kinley Mack's Brooklyn Handicap victory raises his weight to 125 pounds and makes the prospect all the more interesting. Few withdrawals of any note have yet been recorded, and indications point to a large field and one of the greatest races ever run over the trying Suburban course. Meanwhile the sport at Gravesend will keep races ever run over the trying Suburban course. Meanwhile the sport at Gravesend will keep races ever pounds better than Jean Beraud and Imp, but there is little probability that the champion will undertake to shoulder 134 pounds so s

First Race—A hurdle handleap; for four year-olds and over; one mile and three quarters; over seven hurdles: Gov. Griggs. Charagrace 140 Foolhardy... Beau Gallant Bob Baker

Third Race-For three-year-old maidens; one mile and 70 yards: 112 | Rochester 112 | Red Path 112 | Beautiful 112 | Good Morrow ... Okettee Fourth Race - The Criterion Stakes of \$3,500 for two-year-old fillies; four and a half furlongs: Ida Cartry Cap and Bells Maiden Lane Luerana Janice Mary McCoy | 114 | Princess Pepper | 114 | Empress of Beauty | 114 | Bramblebush | 114 | Add | 114 | Ashes | 114 | Anecdote | 115 | Anecdote | 116 | Anecdote | 117 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 1 Fifth Race-Handicap; one mile and a sixteenth: Firearm. 126 Ten Candles Kinnikinic 115 Hammock Sarrivor 114 Montanic Maximo Gomez 114 Jack Point. Charentus 115 Hardly Knight of the Garter 108 Laudeman. Sarvivor 114
Maximo Gomez 114
Charentus 113
Knight of the Garter 108
Killogram 108 Sixth Race-Selling; about six furlongs;

Hudson River Yacht Club Regatta.

Prince Possessing

The annual regatta of the Hudson River Y. C. was sailed on the Hulson River vesterday. The yachts went over a triangular course in view of the clubhouse at West Ninety-second street. The first leg was to a stake boat on the New Jersey side opposite 127th street, and the second was off West Seventy-ninth street. The wind was from the west. It made the first leg a port reach, the second a broad reach with booms to starboard and the third a run before the wind. Several boats that were prominent many years ago started, among them being the James T. Corlett and C. T. Wills, Summary:

CLASS A-SLOOPS OVER 30 FEET. Elapsed Corrected Yacht. Start. Time. H. M. S. 1 56 33 2 06 35 CLASS B-SLOOPS UNDER 30 FEET. CLASS C-OPEN SLOOPS UNDER 25 FEET. 1 53 32 2 00 22 Did not finish. CLASS D-CABIN CATBOATS, 25-FOOT CLASS, 2 09 17 2 09 17 Did not finish. 1 57 30 1 54 55 Did not finish.

CLASS F - OPEN CATBOATS, UNDER 20 FEET. 1 36 50 1 26 35 1 35 45 1 25 48 1 36 30 1 27 30 1 37 50 1 29 08 CLASS G-LAUNCHES. Sailing in a Heavy Blow on Jamaica Bay.

sailed off the upper end of Jamaica Bay yesterday and despite a high northwesterly wind and double reefs in the sheets the event was sailed off all right. but the crews of each boat were drenched. The course was a triangular one of eight miles, the start being was a triangular one of eight miles, the start being made off heach Channel station. The starters, 16-foot calboats, were Estelle, R. Singer: Rip. Barker Brothers, Spray H. J. Fisher: Dione, A. Pigott: Yankee, Boy, Henry Van Wickien: Queenie, V. H. V. Miker: Manhattan, F. Kolier: Storm King, J. Salzmann. The Estelle won by 2 minutes over the Rip. Although the wind blew at the rate of over thirty miles an hour yesterday, two of the most intrepid sallors in the Jamales Bay Yacht Club tried to sail a match race in dories to settle a long-standing dispute as to their seaman-ship. They were Dr. Charles J. Pflug and M. H. Gallagher. The conditions were a six mile triangular course. It was too heavy for the little boats on the run home, however, and they were lowed back.

NEWS OF THE WHEELMEN. Century Riders-Racing at

The spring run of the Century R. C. yes terday was the biggest Sunday cycling feature of the season so far. There were three regular divisions and one "fast" one for the scorchers About two hundred riders figured in the regulars and between thirty and forty in the fast crowd. All but about ten finished the trip from Bedford Rest, Brooklyn, to Bellmore. Among the survivors were five women. Miss Jane Yatman, Mrs. May Smith, Mrs. Jennie Eirich, Mrs. Ada Remington and Mrs. James Hanlon. Miss Yatman and Mrs. Smith rode with the corchers. Two notable riders were Henry E. Ducker and Daniel M. Adee. Both are members of the C. R. C. and both are past 50 years. Ducker is a State employee at Albany, and is chairman of the Road Records Com-

is chairman of the Road Records Committee of the C. R. C. Yesterday was the third Sunday this year on which he has started to ride a century from New York and the first time when the rain did not prevent. Adee is the head of a department of a prominent corporation of the city and is a former Vice-President of the C. R. C. Both these veterans declared at the finish that they felt splendid and "fit to do it all over again, right now."

One of the mishaps of the run occurred to the captain of the Imperial Wheelmen. Len Smith, whose wheel collapsed and threw him so heavily that his back was injured. One rider, whose name was not learned, received a bad fall a block beyond the starting place and had to be taken home. At Lynbrook a tandem riders sustained a cut over the eye that required six stitches.

At Vailsburg yesterday there was, as usual, a big crowd of spectators present and the sport was quite up to the standard. The team match race, which was down as the feature, was scored by heats, with points allowed to the men according to the order of finish in each heat. The race was won by Kramer and Eaton by 7 points more than Freeman and Downing scored. Summaries:

Summaries:

Quarter-Mile (Novice)—Final heat won by Fred Kugler, Somersville; S. B. Van Iderstine, South Orange, second; R. E. Kelly, New York, third. Time, 34.25 seconds.

Kramer Open Quarter-Mile—Final heat won by Frank Kramer, East Orange; O. L. Stevens, Ottum-wa, second; J. T. Fisher, Chicago, third; Tom Cooper, Detroit, fourth. Time, 31.3-5 seconda.

Wanton Half-Mile Handicep (Amateur)—Final heat won by J. P. Jacobson, New Haven (10 yards); George Schofield, Brooklyn (10 yards); George Collett New Haven (scratch), third; J. H. Hunter, Newark (25 yards), fourth. Time, 1 minute 4.1-5 seconds.

Newark (25 yards), fourth. Time, 1 minute 4 1-5 seconds.

Team Match Race, best two in three heats—H. B. Freeman and Hardy Downing vs. Frank Kramer and Jay Eaton. First heat won by Kramer and Eaton. 7 points. Freeman and Downing second, 4 points. Time, 1 minute 14 1-5 seconds. Second heat won by Kramer and Eaton, 6 points. Freeman and Downing, second, 5 points. Time, 1 minute 39 seconda. Third heat won by Kramer and Eaton. Time, 1 minute 31 seconds. Total score: Kramer and Eaton, 20 points: Preeman and Downing, 13 points.

Union Five Mile Handicap (Amateur)—Final heat won by J. H. Lake, Port Richmand (100 yards); Mont Rutter, Newark (150 yards), third; John King, Newark (150 yards), third; Handicap (Professional)—Final heat won by Tom Cooper (scratch): F. A. McFarland iscratch, second, J. T. Fisher (20 yards), third; Robert Walthour (20 yards), fourth. Time, 2 minutes 1 1-5 seconds.

E. W. Diltz of the Long Island City Wheelman

E. W. Diltz of the Long Island City Wheelmen started on Saturday morning at Valley Stream on a continuous century ride to break the record for 500 miles. Yesterday afternoon at 4 o'clock he was so far behind the record time after having covered 440 miles that he said he might not ride the remaining sixty miles.

In 1875 there was a bill passed by the Wisconsin Legislature that virtually offers a prize of \$10,000 for the invention of an automobile. The Motor Vehicle Review has investigated the law and found that the \$10,000 was made payable to any citizen of Wisconsin who might invent a machine and prove it by five years' continuous use, to be a cheap and practical substitute for horses on the highway and farm, such a machine to be run by steam or other motive power and conforming to the track of the ordinary wagon. It was further stipulated that the vehicle must be able to run backward and turn out of the way of other wagons, able to climb and descend a grade of 200 feet in a mile, and that it must be driven 200 miles at a speed averaging at least five miles an hour on one continuous journey before being accepted. As yet no candidate has sought the prize.

In the recent automobile show at Agricultural Hall, London, there were more than 100 exhibitors and a great variety of styles. The interesting facts about the show were the appearance of only three electric vehicles and three steam-driven ones. The steam machines were of American make and concerning them a report in the London Graphic says:

"If appearances were everything, the light steam car might be regarded as the motor vehicle of the future, for this American product glides about the arena with almost swanlike grace, and as silently as an electric launch. Its performances are very captivating."

Then follows this remarkable statement:
"It must be pointed out, however, that to produce the steam three times as much petrol is required as would alone drive the vehicle, and that twenty-five to thirty miles is the limit of its journey without refilling of the boiler."

All the machines, excepting the six mentioned, were driven by gasoline motors. The tests included startling performances. In one a victoria was driven up an inclined plane, just wide enough for the wheels of the carriage, and stopped on a platform only a few inches longer than the wheel-base. Another trial was to run the car down a flight of steps and turn it sharp to the right at the bottom. to the right at the bottom.

An instructive incident happened at the corner of Nassau and Beekman streets last night, but it was instructive chiefly because the great mass of cyclists nowadays have not been riding more than a few years. To one or two old time riders who were witnesses it was amusing. A bey of about 15 years stood at the corner with a bicycle over the front wheel of which a truck had just passed. The wheel, which had a metal rim, looked as if it was trying to assume the shape of the figure 8. A knot of curious ones gathered about and joined with the lad in deploring his misfortune. It looked hopeless for the boy when a young man pushed through the crowd, grabbed the wheel with his hands opposite each other on the rim, put his knee against it and then with a sudden twist sprung it back into its proper circular shape. It was a trick familiar to all riders of the high wheel days, when front wheels frequently "buckled," as it was called, yet the boy who owned the machine and most of the crowd stared in wonderment as if they had seen a magical performance. But for the appearance of the veteran the boy might have stood for a week at that corner before meeting a rider acquainted with this trick in connection with wheels having metal rims. As it was the boy rode away rejoicing.

Several crack riders of the Waverly Bicycle Club, corner of Eastern Parkway, Truxton street and the Boulevard, are now doing quiet training for the Cycle Path race on Labor Day. Among the club's fast riders is H. E. Bleeker, the winner of the Cycle Path race last year. Although there will be a larger number of entries this year than last the Waverlys expect to carry off the prize again. The race, as formerly, will be under the auspices of the A.C. C. soft L. I. The Waverly club has nearly completed its \$3,000 two-story brick extension, so by 20 feet, in which it will have a bowling alley and other athletic accessories. The club, when originally organized upon a small scale included women as well as men, but since its incorporation three years ago as a man's club only it has been making great strides. It has, in fact, made such progress that it has \$8,000 worth of assets over all liabilities. The management of the club is in charge of the following officers:

following officers:

President, William Devine: Vice-President, A. G.
Schaper: Treasurer, Edward Baker: Secretary, William Miller: Board of Governors, Thomas Townsend,
Thomas Sweeney, George Drennen, Henry McGibbin,
Stephen Madden and John Callahan. The fatal accident to Miles and Stafford at

Waitham on Wednesday naturally creates a great deal of talk about the dangers of motor cycle racing and pacing on the track. This was the first fatality in the Fast since the ingreat deal of talk about the dangers of metors excle racing and pacing on the track. This was the first fatality in the East since the introduction of motors and it is note, worthy that the men were not killed by a fall, but by running into a post, a great many falls have occurred in which the men sustained nothing worse than brivise, men sustained nothing worse than brivise, is well known throughout the East as a processor of their men most familiar with the racing the three machine and them nost familiar with the racing to be the responsible front-seat and did the steering, is comparatively a new hand at the game, and the racing men than or exclists elect to throw the machine and themselves sideways to the track. The summer shall many men killed by falling from motor excless, but the least of it has been among the racing men themselves. A New York railroad man said yesterday: "I cannot understand it. A rider falls from a motor excless, but the least of it has been among the racing men themselves. A New York railroad man said yesterday: "I cannot understand it. A rider falls from a motor excless, but the least of it has been among the racing men themselves. A New York railroad man said yesterday: "I cannot danger from the expleding gaselene and danger from the expleding gaselene and danger of broken lumbs from the big machine falling upon him. Yet he is not killed. Should the same rider step from a train moving at forty miles an hour. He falls with his machine and there is danger from the exploding gaselene and danger of broken lumbs from the big machine falling upon him. Yet he is not killed. Should the same rider step from a train moving at forty miles an hour he would, in nine cases out of tea, meet his death and no one would be surprised, although he would alight on sward and not a cement track. He would land free too, with no 275-pound machine filled with gasolene to mix it up with him. The main secret in this relation is that the motor cyclists are prepared every second of the time to "fall assily." They

"Comin' thro' the Rye"

Good things will sell and the best has the best custom

The best stimulant comes through



HUNTER BALTIMORE RYE

> Age Purity Flavor

is the most per-lect whiskey sold.

Unique

" Inimitable A. B. HART & FRANK MORA, Representatives 3 S. William St., New York, N. Y.

Sportsman's Goods.



When the bicycle ride is ended. fatigue should be experienced only to a healthy degree. Excessive riding is rarely at fault. Cycling is such an easy exercise, a little more or less produces small effect. Strain is the thing

makes work of cycling is a menace. A light-weight, easy-running wheel is a pleasure. Such is:

A hard-running wheel that

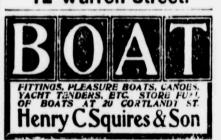
THE IMPERIAL BICYCLE

\$45 \$40 \$30 \$25 83 Chambers St.

Standard—Reliable Columbia Chainless \$75 Columbia Models 63-64 \$50 Hartford Patterns 23-24 \$35 Stormer Patterns 35-36 \$35

Pennant Patterns 31-32 \$25 Every model and style in stock, with most improved and up-to-date equipment. A

Columbia Headquarters For 17 Years at 12 Warren Street.



The Turt.

BROOKLYN JOCKEY CLUB RACES. THE CRITERION STAKES, \$3,500

Trains direct to the track via Long Island Railroad. Leave E. 34th st., N. Y., 12:40, theoparior ears, 1:10, 1:30 P. M.

LEAVE PARK ROW, N. Y., via Brooklyn Bridge and 5th Ave. Brooklyn "L" every 10 minutes. Express stopping at City Hall, Flatbush Ave. and 6th St. stations only. Music by Lander. FIELD STAND 50 CENTS.

Borses, Carringes, &c.

A HANDSOME AND ATTRACTIVE STYLISH cob: prize winner; been ridden and driven thy owner's wife; price, \$15.0; also nearly new rubber fired runabout, Brewster brougham and victoria, Waldorf trap (seats two or four); family surrey git carrequery (seats two or four); family surrey git carrequery (socialway and specifical wagon, import of riding saddles; harness; robes, &c., at less than quarter value. Inquire M. C., private stable, northeast corner Madison av. and 27th st.

fell on the track and rolled along the track for about thirty or forty feet. Many thought he must be dead when they saw him lying motocides, but when his friends went to pick him up and stooping asked him if he was hurt, the Frenchman answered scornfully: "What you take that I don't know my business, ch! You take I don't know how to fall, ch!"

THOMAS INDICTMENTS DISMISSED. Sole Fruit of the Spring Vice Crusade-Accused

Police Captain Andrew J. Thomas, command ier of the Tenderloin station, says the three indictments found against him for neglect of duty by the March Grand Jury, of which George Haven Putnam was foreman, have been dismissed. A rumor to this effect was current yesterday. A Sun reporter called the captain up on the telephone last night and had the following conversation with him: